(ii) Airlines operating with aircraft with take off mass not exceeding 40,000kg.

(1) upto 3 aircraft—Rs 12 crores

(2) for each additional aircraft, paid up capital of Rs. 4 crores will be required, subject to a miximum of Rs. 20 crores after which no further equity enhancement is required. There may be no need for further enhancement of equity if the paid up equity/reserves of Rs. 50. crores is available with the airline.

It is however up to the airlines to provide air services to specific places depending upto the traffic demand and commercial viability.

(e) Operationalization of regional airlines will depend upon the applicants fulfilling the laid down requirements and their operational preparedness and commercial planning.

Operation times given to private airlines

1500. DR. K. MALAISAMY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that private airlines are obliged and favoured to give the best timing and peak hours operation to private operators in preference to Indian;

(b) if not, why best timings have not been given to Government undertaking flights; and

(c) whether it is also a fact that to oblige certain pilots, duty allocation has been given indiscriminately and impracticaily leading to cancellation of flights?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) No, Sir. The schedules are decided by the airlines themsleves on the basis of commercial inputs and operational feasibility, in consultation with airport operator. These schedules are coordinated at the national level by a committee consisting of respesentatives of Airports Authority of lndia, Directorate General of Civil Aviation, Bureau of Civil Aviation Security, Airport Operators and the airlines. The slots are allocated in terms of historicity and in line with other such internationally accepted practices.

(c) No such information has been brought to the notice of the Government.

Permission to private airlines to fly abroad

1501. SHRI GIREESH KUMAR SANGHI:
SHRI DHARAM PAL SABHARWAL:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Government has given permission to a particular private airlines to fly abroad;

(b) if so, the details of permission granted to private airlines, route-wise and date of granting permission;

(c) whether according to Route Disbursal guidelines, only Indian and Air India an permitted to fly on Gulf routes; and

(d) if so, the reasons for granting private airlines on Gulf routes, where the issue is before the Group Ministers (GoMs)?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) As per the Cabinet dicision of 29th December, 2004, the private scheduled carriers having a fleet of 20 aircraft and experience of 5 years continuous operations in

domestic sector are permitted to operate on international routes. The grant of traffic rights to Indian scheduled carriers eligible to go abroad is an on-going process, depending on availability of traffic rights to particular countries/routes and after giving due consideration to the operational plans of the national carrier. A Statement showing the permissions granted to eligible private scheduled carriers, schedule and route-wise is enclosed *(See* below).

(c) No, Sir. Route Dispersal Guidelines regulate operation of scheduled airlines in the domestic sector only.

(d) As per the decision of the Cabinet taken on 29th December 2004, the Private Scheduled carriers having a fleet of 20 aircraft and 5 years experience of operations in domestic sector were permitted to operate on international routes except the Gulf routes. The Gulf routes had been kept reserved for the national carriers for three years ending December, 2007. In accordance with this decision M/s Jet Airways have been permitted to operate on the Gulf routes *w.e.f.* 1st January, 2008 subject to the availability of traffic rights.

Statement

Permission granted to Eligible Indian scheduled carriers

W.E.F. WINTER SCHEDULE 2003

Jet Airways: Chennai-Colombo-Chennai

Air Sahara: Bangalore-Colombo-Bangalore

W.E.F. SUMMER SCHEDULE 2004

Jet Airways: Delhi-Kathmandu-Delhi

Kolkata-Dhaka-Kolkata

Air Sahara: Kolkata-Dhaka-Kolkata

W.E.F. SUMMER SCHEDULE 2005

Jet Airways: Chennai-Kuala Lumpur-Chennai

Mumbai-Singapore-Mumbai

Mumbai-London Heathrow-Mumbai

Air Sahara: Delhi-Singapore-Delhi

W.E.F. WINTER SCHEDULE 2005

Jet Airways: Delhi-London Heathrow-Delhi

Chennai-Singapore-Chennai

Air Sahara: Delhi-London Heathrow-Delhi

W.E.F. SUMMER SCHEDULE 2006

Jet Airways: Delhi-Singapore-Delhi

Mumbai-London Heathrow-Mumbai

Amritsar-London Heathrow-Amritsar

Air Sahara: Delhi-Colombo-Male

W.E.F. WINTER SCHEDULE 2006

Jet Airways: Delhi-Bangkok-Delhi
Kolkata-Bangkok-Kolkata Air

Sahara: Trivandrum-Male-Trivandrum
Delhi-Bangkok-Delhi
Delhi-Kuala Lumpur-Delhi W.E.F. **SUMMER SCHEDULE 2007**

Jet Airways: Ahmedabad-London-Heathrow-Ahmedabad
Mumbai-Brussels-New York
Delhi-Brussels-Canada

Air Sahara: Delhi-Bangkok-Guangzhou-Delhi
Delhi-Bangkok-Shanghai-Delhi

W.E.F. WINTER SCHEDULE 2007

Jet Airways: Delhi-Kathmandu-Delhi
Delhi-Dhaka-Delhi
Kolkata-Dhaka-Delhi
Delhi-Brussels-New York
Chennai-Brussels-Canada
Mumbai-Johannesburg-Mumbai
Mumbai-Nairobi-Mumbai
Chennai-Kuala Lumpur-Chennai
Mumbai-Singapore-Mumbai
Chennai-Singapore-Chennai
Bangalore-Singapore-Bangalore

Air Sahara: Delhi-Bishkek-Delhi

Jet Lite: Amritsar-Bangkok-Amritsar
Chennai-Colombo-Chennai
Delhi-Kathmandu-Delhi

W.E.F. 1st JANUARY, 2008

Jet Airways: Delhi-Kuwait-Delhi
Trivandrum-Kuwait-Trivandrum
Cochin-Kuwait-Cochin
Cochin-Muscat-Cochin
Calicut-Muscat-Calicut
Trivandrum-Muscat-Trivandrum
Mumbai-Doha-Mumbai
Calicut-Doha-Calicut
Mumbai-Baharin-Mumbai
Cochin-Bahrian-Cochin